

THE WOMAN A-WHEEL

WHAT SHE WEARS WHEN OUT FOR A SPIN.

Petticoats Hold Their Own with Bloomers and Outnumber Them in Most Cities—Voluminous Wardrobe of the Sporting Lady.

New Things in Cycle Skirts.
BICYCLING has made the athletic side of the fashionable woman's life to be quite as important as the purely social, but in no phase of her varied existence does she ever divest herself of the never failing query: "What shall I wear?" Nor is it possible for the most mildly athletic woman to provide herself with a single costume, saying, "This is my gown for athletic exercises," for such costumes are as varied as the flowers of the field, even when designed for the same kind of exercise. There are as many different kinds of cycling costumes, for instance, as there are bicycles, and as much dif-



NOVELTIES FOR THE BICYCLE GIRL.

ference of opinion as to which is correct. The comparative merits of two wheels form a sufficient topic of conversation for any two cyclists, be they men or women; and the correct costume for women a-wheel is discussed by everybody, regardless of wheeling propensities. It is the person who does not ride who is most critical. The bloomer has come in for the greatest share of criticism, and the effect of such criticism is beginning to show it-



A SEXTET OF NEW YORK SOCIETY LEADERS.

self by the gradual wane in popularity of the bloomer. Take the percentage of skirts and knickerbockers in any large city, and the petticoat will be found to do much more than merely hold its own.

First, there is the ordinary short skirt, not very full, and without any unfeminine modifications. In spite of assertions to the contrary, this is the skirt which is worn by the general run of people. Prominent fashionable women have not been riding the wheel for very long, and are not ready for the advanced costume yet. Nor does the everyday woman wish to make herself conspicuous by appearing in public in the much criticised bifurcated costume. Mrs. John Jacob Astor wears a skirt when she rides. So do other ladies of fashion. This much must be said for the bloomer, however, that it usually goes with the petticoat but does not appear except in cases of emergency. Some women have adopted the practice of wearing a skirt while riding in the city and then removing it and rolling it up in the carrier provided for the purpose by enterprising inventors.

A more convenient arrangement than this is the new Bygrave skirt, named after its inventor, who is an English woman. The skirt is the product of her own experience and is very simple, yet very effective. The idea was to arrange the skirt in such a manner as not to interfere with the free management of the pedals and to prevent its catching on the wheels. The skirt is practically converted into a pair of bloomers by drawstrings running up and down the middle of the front and back of the skirt. These strings may be



EXTREMES IN CYCLING COSTUMES.

pulled as tight as is desired, raising or lowering the skirt at will, and they are provided with catches to hold them in place. The skirt may thus become a pair of knee bloomers, or be allowed to hang loose like a divided skirt; and when worn amid "the busy haunts of men" it appears as a plain, ordinary

skirt with never a suspicion of masculinity about it.

The divided skirt comes in two varieties, thus making up the four mentioned at the beginning. These are the



IDEAL AMERICAN WOMAN CYCLIST.

regulation Jeness Miller skirt, and the one that is only divided in the back.

The latter style is the special property of a large New York store, and has many qualities in its favor. Off the wheel it hangs like an ordinary skirt, and on the wheel it stays put, in exactly the same folds each time, being cut and fashioned to fit the saddle. In the front this skirt usually has a broad box pleat to admit of the free action of the knees while pedalling. Some of these bicycle skirts are surprisingly full around the bottom, being stitched down in box pleats from the top, and then allowed to flare for about fourteen inches.

The girl who rides a diamond frame gets no advantage from this Louis skirt, as it is called, because of the un-divided front. Nothing but bloomers or wholly divided skirts will serve her. One can buy bloomers just like a pair of trousers, separate from the rest of the suit. The best material is alpaca, but they are made of satin for the extravagant few.

The English tweeds in pepper and salt mixtures are the favorite materials, brown and white being the fashionable as well as the serviceable colors. Whipcords, chevrons, brillantines and corduroys are also popular. Mrs. Langtry wears a corduroy suit with leggings of the same. Some of the prettiest corduroy suits are double breasted, and but-



A TYPICAL ENGLISH WHEELWOMAN.

ton up diagonally to each shoulder. This style is more sensible than the Eton jacket, which flares open and catches the wind. The Norfolk jacket is very popular because, besides being well adapted to the use for which it is intended, it affords such good opportunity for the display of the new belts which are so pretty and so plenty this year.

Leggings usually match the suit with



A TYPICAL ENGLISH WHEELWOMAN.

which they are worn, but they can be bought separately in any material desired. Most of them are buttoned up on the outside. Others lace up part way and are then fastened with Foster hooks, with a couple of straps at the top. It seems to be the general verdict, however, that knee shoes are preferable to leggings and low shoes. As to hats, the public favor is divided between the Alpine hat and the Tam O'Shanter.

A pretty hat that combines the advantages of both is now on the market. It has a rolling, narrow brim that is stitched to make it stiff, with a Dresden silk Tam O'Shanter crown. It is trimmed with a couple of quills standing up on one side. These hats are more becoming to most people than the English hat, and at the same time furnish a good shade for the eyes. Bicycle caps seem to have entirely gone out of use among feminine riders.

Perforated gloves are among the novelties invented for the comfort of luxury-loving wheel-women. An experienced wheelwoman recommends an outfit for a feminine cyclist which seems very reasonable: A full suit of cheviot or tweed, with an extra pair of bloomers and two pairs of equestrian tights. With these a pair of high bicycle shoes and one pair of low shoes with

A NATION'S WARDS.

UNCLESAM'S SUCCESSFUL GUARDIANSHIP OF THE INDIANS.

The Once Hostile Tribes Have Abandoned the War Path and Taken to the Arts of Peace—The Custer Massacre.

IT is a fact worthy of note that since June 25, 1876, the date upon which General George A. Custer and his entire command were massacred by the Cheyennes, no serious outbreak upon the part of the Nation's ward, the American Indians, has occurred in the United States. Yet, despite the fact that the Custer massacre practically dates an entirely new epoch in the history of the Indian races of this great country, its twentieth anniversary, which occurred recently, passed unnoticed and unremembered, save by a few individuals with whom the memory of the little band of heroes who perished on the plains is yet green.

Prior to that time Indian uprisings were of frequent occurrence, for of the 200 or more tribes now in the United States there are not ten but what have been in revolt at some time or another.

There are many residents of San Francisco, says the Chronicle of that city, to-day who can recall the Modoc troubles of 1873 and the Bannock war, in which King Joseph asserted himself so persistently, while the Apache outrages under the leadership of Geronimo are still fresh in the memory of



CHEROKEE HALF-BREED. MOQUI GIRL.

many who can by no means be called old timers.

During the past twenty years, however, the Government has been engaged in trying to civilize and control the remnants of these once powerful tribes on reservations, and with remarkable success. In fact, the Indian of to-day can only cast a longing eye over the old hunting grounds of his forefathers, for, although centuries of living by roaming, war and the consumption of the wild products of nature have not especially fitted him for readily accepting civilization, he has been compelled to accept restraint.

The Atlantic coast Indians, the Cherokees in North Carolina, most of the tribes on the northern lakes, and the remnant of the Six Nations in New York and Pennsylvania have long since ceased to be troublesome, while disease and other causes have helped to destroy the great mass of the Indians from the Atlantic coast to the Mississippi River.

The Creeks, Cherokees, Choctaws, Chickasaws and Seminole, in the Indian Territory, once so warlike and fierce, having intermarried with whites and the colored people and adopted others into their tribes, have almost entirely lost their identity, and are now a progressive people.

The Sioux, Comanches, Apaches, Navajos, Kiowas, Bannocks and others are on reservations, and, even if



SIoux WOMEN IN CAMP.

disposed to belligerency, are so surrounded by white settlements that a war would be of short duration.

The Pacific coast fish eaters and root diggers are peaceable, progressive and almost entirely self-supporting.

The reservation Indians, 133,417 in number, according to the census of 1890, are located in twenty States and Territories and form about 147 tribes or parts of tribes, occupying about 78,500,000 acres of allotted land, but much of the area of these reservations is desert.

The present policy of the Government, the eighth which has been tried upon the Indian since 1789, is known as an educational and allotment one; and to the education of all Indian children at the expense of the Nation is chiefly due the existing condition of affairs.

The best tests of Indian advance toward civilization are the adoption of the white man's dress and habits, their engaging in agriculture or the mechanical arts and in consenting to the education of their children. Judged by these three standards the Indians are slowly but surely progressing toward Anglo-Saxon civilization.



CHIPPewa INDIANS IN CAMP.

Whereas in former days the Indian children were allowed to grow up in indolence and hatred of the white man and his methods, they are now educated at National institutions, and, being essentially quick and imitative, soon learn the white man's ways.

In addition to those on the various reservations there are at least 110,000 Indians who are self-reliant and independent. These having already learned that it is to their interest to be like other men are already on an equality with other races in the United States, and furnish a striking illustration of the result which may be attained when the ignorance, inability and fears of the Indians are subdued.

The Indian wars under the Government of the United States have been



MANDAN, NORTH DAKOTA. TONTA APACHE.

more than forty in number. They have cost the lives of about 19,000 white men, women and children, and some 30,000 Indians.

From 1789, the date of the adoption of the Federal Constitution, to 1846 there were seven serious wars, as follows: War with the Northwest Indians, 1790-1795; William Henry Harrison's expedition to the Northwest, 1811; Seminole War, 1818; Black Hawk War, 1832; Creek War in 1813, 1814 and 1837, and the Florida War of 1839.

Colorado and the Indian Territory, 1868-69; the Modoc War in 1872-73; the war against the Apaches of Arizona, 1873; the war against the Kiowas, Comanches and Cheyennes in Kansas, Colorado, Texas, Indian Territory and New Mexico, 1874-75; the war against the Northern Cheyennes and Sioux in 1876-77; the Nez Perces



CHIPPewa INDIANS IN CAMP.

War, 1877; the Bannock War, 1878, and that against the Northern Cheyennes in 1878-79. These include the Fetterman massacre of December 21, 1866, and the Custer massacre of June 25, 1876.

The Utes in Colorado and invading Indians from outside that State caused three wars prior to 1890, and the Apaches in Arizona and New Mexico were frequently murderous and destructive. The removal of Geronimo's band of 384 Apaches as prisoners of war from their former homes to Mount Vernon barracks, near Mobile, Ala., effectually stopped their depredations, however.

The number of actions between regular troops and Indians from 1866 to 1891 was 1065, keeping an average of 16,000 officers and men actively employed.

The total cost to the United States for pensions to the survivors or widows of these Indian wars to June 1, 1890, was estimated at \$28,201,632.

The following table shows the number of Indians in every State of the Union, both on and off reservations, from which it will be seen that more than half of the Indian population of the United States is dependent upon the Nation. The first column of figures comprises the reservation Indians not taxed; the second column includes all the Indians off reservations, self-supporting and taxed:

Alabama	384	759
Arizona	28,469	1,512
Arkansas	—	250
California	5,107	11,517
Colorado	985	107
Connecticut	—	228
Delaware	—	4
District of Columbia	—	25
Florida	—	171
Georgia	—	68
Idaho	4,064	139
Illinois	—	98
Indiana	—	349
Indian Territory	1,224	50,055
Iowa	398	60
Kansas	946	736
Kentucky	—	173
Louisiana	—	628
Maine	—	559
Maryland	—	44
Massachusetts	—	428
Michigan	—	5,625
Minnesota	8,208	3,588
Mississippi	—	2,036
Missouri	—	128
Montana	10,246	860
Nebraska	3,538	2,893
Nevada	1,557	3,599
New Hampshire	—	16
New Jersey	—	84
New Mexico	6,490	8,554
New York	5,318	728
North Carolina	—	1,516
North Dakota	7,980	104
Ohio	—	290
Oklahoma	13,167	10
Oregon	5,713	1,258
Pennsylvania	98	983
Rhode Island	—	180
South Carolina	—	173
South Dakota	19,072	782
Tennessee	—	146
Texas	—	798
Utah	2,848	678
Vermont	—	34
Virginia	—	349
Washington	7,526	8,655
West Virginia	—	9
Wisconsin	6,095	3,535
Wyoming	1,801	43
Totals	139,333	107,920

Since the Indians have taken to the arts of peace and abandoned the war path, life on the frontier for the American soldier has become almost burdensome. It is now a question as to whether the garrison posts which were necessary along the frontier when the Indian tribes roamed at large at will, and at which trained troops were held in readiness to take



NAVAJO CHIEF. A UTE CHIEF.

to the field at a moment's notice in response to the smoke of the signal fires of hostile Indians, are now needed, and some of them have already been abandoned. Others are being converted into military schools, where the army, such as it is, may be drilled in the art of war. Life at the army posts has thus become monotonous and desultory.—San Francisco Examiner.

DOG WITH A WOODEN LEG.

"Boze" Limp Like a Veteran, But Manages to Cover the Ground.

A living dog, even with a wooden leg, is infinitely better than a dead lion.

That is what Mr. Garrett, of Pulaski County, Kentucky, thought when his watchdog, "Boze," limped into the house one day with his left foreleg barely hanging by the skin.

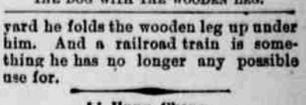
"Boze" had a foolish antipathy to railroad trains, and the inference was that he had scraped up an argument with an express which had gone through about half an hour before.

Mr. Garrett, who is something of a surgeon—like most good Kentuckians—decided that he might better keep three-quarters of "Boze" than to lose him altogether. So he completed the work of amputation, bound up the stump of the leg and gave the dog first-class care.

"Boze" himself seemed to think life was worth living, and in three or four weeks he was up and about. But his gait was wobbly, and Garrett set to work and made a wooden leg to straighten him up. He whittled and scraped and polished it, and fastened it to "Boze" with a clever arrangement of straps.

At first trial the dog didn't take kindly to the addition that had been built for him, but he couldn't shake it off and finally concluded to make the best of it. Within a week he was walking about with all the four cornered dignity imaginable.

When he wants to jump a fence or chase an invading cat out of the door



THE DOG WITH THE WOODEN LEG.

yard he folds the wooden leg up under him. And a railroad train is something he has no longer any possible use for.

Li Hung Chang.
 No living public man of Asia has been so much the subject of discussion and criticism as Li Hung Chang. Much of the criticism has been unfavorable, and his critics are often unfair. It is hardly just to him to estimate his character and attainments according to the standard of Western Nations. His education is exclusively Oriental, and his entire life has been spent in China. His knowledge of our civilization is such as could be acquired in the motley society of a treaty port. As a statesman he has had to deal with a very conservative and bigoted constituency, and with associates prejudiced against and ignorant of foreign Nations. Judged in the light of his education, his experience and his surroundings, he must be regarded as the first of living statesmen of Asia, and one of the most distinguished of the public men of the world.—Century.

Mayflower's Tiller Still Preserved.

It is not generally known that the tiller of the Mayflower is now at Plymouth, England, and is owned by a Mr. Mortimer, of Devon. The de-



THE TILLER OF THE MAYFLOWER.

scendants of those who left England recently visited the historic town and made a special pilgrimage to the shrine of the tiller. It is said to be in an excellent state of preservation.

The German War Dogs.

A special feature in this year's German grand manoeuvres will be supplied by war dogs, which have been most admirably trained for seeking the wounded and carrying despatches. At the command "seek," accompanied by a gesture indicating the direction in which the dogs are to search, they will start off without allowing themselves to be disturbed by any surrounding circumstances. They will find the men who figure as wounded with unfailing certainty, take a piece of their clothing—cap, helmet, or a piece of cloth torn off—and bring this back to the ambulance men, whom they then conduct to the spot. In the despatch service the dogs fulfil their duty with admirable speed and certainty. They carry the despatches in a small box affixed to their collar.—La France Militaire.

The Cow and the Bicycle.

